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CITY FIRE.
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**WHARFS AND STORES
GUTTED.**

STEAMERS IN DANGER.
—
DAMAGE, £75,000.
—
**NORD-DEUTSCHER LLOYD'S
LOSSES.**
—
A huge waterside conflagration broke out shortly before 9 o'clock on Saturday night. Before the flames were finally subdued the whole of the wharfs and stores of the Nord-Deutscher Lloyd Company, Darling Harbour, were demolished, and damage was done to

A large proportion of the fire-fighting forces of the city, afloat and ashore, was requisitioned to cope with the blaze, and despite a most adequate fire-fighter supply, managed to confine the fire to the one wharf and cargo shed.

Alarms were given from various points in the vicinity, and the fire chief immediately ordered a general turnout. For over an hour the fire raged furiously, with a supply of water being spread of the area, then to kill the fire itself. Poligny's wharf, on the north, and Milwraith, McEachern's wharf on the south, were saved with difficulty, the blaze being gradually got under, and by half-past four a fire-fighter's boat, with a pump on credit, was sent for a second sea, and snuff some of the men home.

A MAGNIFICENT SPECTACLE.

When the fire was at its height it was an awe-inspiring spectacle. The long wharf, 500 feet in length, jutted into Darling Har-

[illegible]

Steadily the encircling ring of firebricks drew in towards the centre, and by midnight all was over, save for a conical heap of burning coars in the centre of the wharf.

On Sunday morning a different scene was presented. All was rack and ruin. The new Harbour Trust estate, leased to the Norddeutscher Lloyd, was a mass of debris, only a few twisted iron rods protruding from the wreckage stretched from end to end of the wharf, was absolutely destroyed. There remained only twisted iron, smoking timber, wrecked machinery, molten glass, ashles of coars, and a little of black and rotten wood and tobacco.

At the foot of the wharf, where the boats were moored, a score or so of tired firemen worked the hoses. Round the ruined wharf there flitted a number of ferries and launch and rowing

THE ALARM.

The watchman of Milwaukee, McEarchan's wharf, noticed a blaze at about a quarter to 5, and gave the alarm. Delaney's warehouse was the first from his boat, and straightaway rang up the brigade. A seaman named Norman saw the fire from his boat, and he called out and sounded the fire alarm. John Murphy, watchman on the Nord-Deutscher Lloyd wharf, saw the blaze at 10 minutes to 9, rushed to the telephone, and rang up the fire station. "Then," as he explained, "the whole harbor burst into flames, and it was anything like it. In five minutes the wharf was ablaze. In twenty minutes it had reached the store, and the goods were aflame."

The fire station in George-street North-

mediately the officer in charge started out with a motor turbine and seven men. The Cumberland-street station also got a call, and sent headquarters, and soon Chief-Oliver Sparks was on the scene with ten engines. The fire from the burning storehouse arrived the wharf and store were blazing fiercely. The water supply was far below requirements, so a few of the motor engines were driven on to the adjacent wharves, and the Cumberland-street station was called in to supplement the short supply. A few men with hoses were detached to block the flames from spreading to the adjoining wharves, while the main strength of the firefighters was concentrated on the wharf and store.

50,000 SPECTATORS.

The smoke rolling over the city, the red glare

[illegible]

from Dewdney point, and with a couple of men from
Browds to get the punts and small craft
away from the wharves. Sergeant Walker, who
was in charge, had the men clear the lines and
directing operations, when the rapidly in-
creasing fire cut off his retreat. He took a
spiral, dashed through the flames, and managed
to get away from the side of the wharf. When
the police launched their fire. His arm and
hand were burned.

EXCITEMENT AFLOAT.

At Dalgey's wharf was the Trope, whittier, which
the *Australie* was berthed on the other side
at Mitchell, McEachern's wharf. And when the
fire was at its height, the *Australie* was
so close to the wharf that the point
was almost impossible to search, and the boats
were so close to the wharf that it was almost im-
possible to stay on deck. The pumps were

When the ship was about 10 miles from the shore, the engine room crew began jolting the steamer, and the captain ordered the ship to stop. The men on the pier then tried to prevent the ship from catching alight. Both steamers sounded their whistles vociferously, and tugs were 'phoned' for to tow them out of the danger zone. A suspicion of south in the westerly wind brought relief, but the weather was still a little better than the Tropics far more tropical. So the engineers bravely got up steam in one boiler, and slowly the big steamer glided into the safety of the harbour.

'Water was pumped from the Australian's side and the fire extinguishers were made to work. The flames on the foremast were put out, but soon the flames on the Norddeutscher Lloyd wharf were reduced, and all danger from that source was averted.

For a couple of days the wharves were entertained by the fire, and the flames spread to Millers' wharf, on which was stored a large quantity of carbide of calcium and most im-

flammable merchandise, but though there was no brick partition in the whole length of the demolished store, the brick wall at each end was a most effective aid to the firemen in stopping the spread of the fire.

WILLING VOLUNTEERS.

When the firemen were exerting their full strength unexpected and welcome help came from another quarter. By orders of the Admiral a contingent of 30 men, under Lieutenant Quirk, from H.M.A.S. Australia, hur-

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